

# MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



**FY 2026 – FY 2031**

**2026 State Report on Transportation**

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# MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) modal administrations: the Secretary's Office (TSO); the Maryland Aviation Administration (MAA); the Maryland Port Administration (MPA); the Motor Vehicle Administration (MVA); the State Highway Administration (SHA); the Maryland Transit Administration (MTA) – and authorities that are a part of MDOT, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find for every major project a Project Information Form (PIF) that includes project details, financial information, and construction status; you will also find a sample of minor capital projects. MDOT works together with residents, local jurisdictions, and local and State elected officials to include projects in the CTP that preserve investments, increase safety, enhance transportation services and connections, and improve accessibility and opportunity throughout the State. To help Maryland's citizens review this document, the CTP includes a summary of MDOT's financing and budgeting process and instructions for reading PIFs.

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**For the hearing impaired, Maryland Relay 711.**

**For further information about this document or to order a hard copy, please contact Ms. Dawn Thomason at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document is also available online at: [www.ctp.maryland.gov](http://www.ctp.maryland.gov).**

**For more information on Maryland transportation, please visit us on the web at [www.mdot.maryland.gov](http://www.mdot.maryland.gov).**

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## CTP INTRODUCTION



### CTP Overview

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects and programs, designed to advance Maryland's goals and provide a safe, dependable transportation system that connects Marylanders to economic opportunities across the State.

Thanks to Governor Moore, support from stakeholders around the State, and the Maryland General Assembly, the last legislative session resulted in new revenues dedicated specifically to transportation funding.

This \$22.1 billion CTP reflects this additional revenue. The new legislation provides **more than \$400 million per year** in additional state money which will allow the Department to **match available federal funding to add nearly \$700 million in total annually to the program**. This money stabilizes the program allowing MDOT make smart investments to **improve the safety** of the transportation network, **drive economic growth** and **preserve our transportation systems**.

The much needed additional revenue has enabled MDOT to secure proper debt service coverage, meet critical operating budget needs, ensure the continuity of Highway User Revenue (HUR) and Locally Operated Transit Systems (LOTS) funding and make significant investments in the capital program. It should be noted that the Transportation Trust Fund still experiences significant challenges due to increased construction costs, costs to preserve the existing transportation system and increased operating costs.

**Commitment to Safety for All, System Preservation and Driving Economic Development** - MDOT is focused on safety, system preservation and driving economic development. Major areas of investment are described below.



- 1. Rebuilding of the Francis Scott Key bridge** on I-695 is a primary focus of the Department, with MDOT doing all it can to expedite the reopening of this important transportation connection while improving transportation options to lessen the impact to travelers while the bridge is rebuilt.

**2. MDOT is Serious about Safety for all.** Safety is a primary focus in all of the projects and grants MDOT pursues, including implementation of the Strategic Highway Safety Plan, significant investments in the State's bridges, pedestrian safety projects and implementing the Department's new Complete Streets Policy. MDOT is Serious about Safety, advancing critical projects such as:

- Full funding for the construction of safety improvements and freight capacity on I-81. The \$107.9 million I-81 Phase 2 project is expected to begin construction in 2027 and will widen a 3.5-mile stretch of I-81 from four to six lanes.
- Full funding for capacity and safety improvements for US 15 in Western Maryland. The \$177.9 million US 15 project is under design and expected to begin construction in 2028 and will widen US 15 from four to six lanes between I-70 and MD 26 (Liberty Road).
- Full funding for the construction of the MD 97 Montgomery Hills project. This project will increase safety for all roadway users, enhance transit travel times and create a walkable environment for community members and small businesses near Georgia Avenue and Forest Glen Road, which experiences significant, high speed traffic volumes.
- Full funding for the construction of the MD 5 Great Mills project, which will enhance pedestrian and vehicular safety.
- Continued commitment to advance safety projects with construction and design funding for safety projects on some of Maryland's highest incident state highway corridors through MDOT's Pedestrian Safety Action Plan and in accordance with our Complete Streets initiative. The use of "quick build" Complete Streets demonstration projects, like flex posts and pavement markings, that will save lives today, will help those dollars go further and accelerate the Department's ability to provide tangible safety improvements.
- Advancing the critical U.S. 220 roadway safety project in Cresaptown. The Cresaptown Triangle Improvement project in Allegany County will advance roadway and freight safety investments along a rural main street that will enhance access to local destinations and reduce truck traffic in the community.
- Advancing US Route 1, Phases 2 and 3, roadway safety project in Prince George's County.

**3.** Thanks to the Governor's budget, the Department will also be able to take significant action to further **preserve our transportation system**. Investments in maintaining the State transportation system are managed through a comprehensive and integrated asset management program that guides transportation decision-making and investments. Maryland has a history of success with very few bridges in poor condition and the majority of its highway pavement in good condition. Still, there exists a backlog of state of good repair needs, so MDOT has prioritized key assets and structures first. Modal highlights are included below.

#### **SHA**

- Providing over \$890 million in additional federal resources compared with the FY 25 – FY 30 Final CTP, and in so doing, bringing additional funds to address critical bridge rehabilitation, roadway resurfacing state of good repair and other needs.
- Addressing long-awaited repair needs in communities across the State, including on MD 222 in Port Deposit and MD 231 in Calvert County.



#### **MTA**

- Leveraging a historic federal grant to support the \$1.4 billion Light Rail Modernization Program to replace the light rail vehicle fleet with modern, low floor vehicles; upgrade all light rail stations and systems from BWI to Hunt Valley and modernize two maintenance facilities. This is the first

significant investment in the State's light rail system in 30 years and helps to position the State for future federal transit capacity investments. The program is advancing with Requests for Proposals (RFP) for elements of the program moving forward now.

- Bringing a new, more reliable user experience to MTA customers with MTA's new Metro SubwayLink cars and a new train control system.
- Advancing important rail projects in Amtrak's program along the Northeast Corridor, including the Frederick Douglass Tunnel, Bush River Bridge Replacement Program, Gunpowder River Bridge Replacement Program and Susquehanna River Bridge Replacement Program. These projects will promote frequency, reliability, and reduce trip times for both MARC and Amtrak rail services by replacing centuries old rail assets.

#### MAA

- Addressing system preservation needs at Baltimore Washington International (BWI) Thurgood Marshall International Airport and Martin State Airport. This includes the BWI Passenger Movement Modernization program to replace aging passenger boarding bridges, elevators, escalators and moving walkways and the Martin State Airport Air Traffic Control Tower Replacement.
- Programming more than \$374 million for system preservation projects that includes investments in Runway 10/28 rehabilitation and roof replacements.

#### MDTA

- Advancing MDTA's MEGA grant-funded project to replace bridges, enhance freight safety and fully implement automated tolling collections on I-895 at Frankfurst Avenue, near the Baltimore Harbor Tunnel.
- Advancing resiliency and maintenance improvements to the Curtis Creek Drawbridge on I-695 as part of a coordinated response to improving travel experiences in replacing the Francis Scott Key bridge.

#### WMATA

- Funding WMATA's ongoing system preservation capital needs.
- 4. To advance Governor Moore's directive and take meaningful action to **spur economic growth and create jobs** the Department is strategically deploying resources.

#### SHA

- Advancing planning and design for major roadway projects supporting economic development, including Medical Center Drive in Prince George's County and MD 90 in Worcester County.

#### MTA

- Enabling more accessible and frequent high-quality transit services to over 3 million annual riders and over 300,000 jobs within a 15-minute walk of a station through the Light Rail Modernization Program.
- Investing in design for enhancement projects along the MARC system, including Penn-Camden Connector and Silver Spring Turnback, designed to improve system reliability and flexibility.
- Advancing towards the purchase of land for the new 5th bus division maintenance facility.

#### MPA

- Expanding the Port's ability to drive growth and opportunity throughout the State, with nearly 273,000 jobs linked to Port of Baltimore activities.
- Reconstructing the Dundalk Marine Terminal Berth 11, which is nearly 60 years old, and fully funding the State's contribution to the dredging program to maintain the Port's 50-foot channel.
- Advancing phase 1 construction of the Mid-Chesapeake Bay Island Ecosystem Restoration project (James Island), which is vital for the Port to maintain its 50-foot channel through a 2025 U.S. Army Corp of Engineers appropriated \$71.9 million.
- Advancing work with CSX and FRA, to create a double-stack clearance route to and from the Port of Baltimore and improve the Port's connectivity to key Midwest markets. The Howard Street Tunnel reopened to tunnel traffic in September 2025, and the double-stack route is scheduled to be operational by Spring 2026.

#### MAA

- Completing the Terminal A/B Connector project to enhance operations and baggage handling at BWI and provide additional space for concessions and business opportunities at BWI.
- Completing the Southwest Maintenance Facility to support operations for BWI's largest customer.



## TSO

- Deploying at least 30MW of clean solar power on State-owned facilities with a \$50 million grant from the Maryland Energy Administration, supporting climate goals, providing stable energy costs and new supply to meet growing demand, and creating green jobs for Marylanders.
- Advancing MDOT's transit-oriented development (TOD) program, with a first round of projects at Reisterstown Plaza in Baltimore, Odenton in Anne Arundel County and Bowie State in Prince George's County, and a new grant program launched in Spring 2025 to support local jurisdictions, with grants awarded to Baltimore City and Montgomery County.
- Advancing project prioritization by identifying \$10 million for initial project planning and design studies and adding a new opportunity for local jurisdictions to request MDOT conduct these studies to bring projects from initial concepts to the 10%-15% design stage—enabling projects to be submitted for project scoring under proposed updates to the Chapter 30 scoring system.

## WMATA

- Partnering with WMATA on major joint development opportunities, including at North Bethesda and Capitol Heights Metro Stations. MDOT supports ongoing redevelopment efforts through annual funding of the Project Development Program at WMATA.



## Workforce Development

MDOT is supporting the Governor's efforts in workforce development. MDOT has partnered with the Maryland Department of Labor to create the Road to Careers grant program to prepare workers for skilled careers in Maryland's transportation and construction sectors. Leveraging federal transportation funding, the program will provide workforce development grants that will fund workforce training and supportive services, creating a new generation of workers to build the State's critical transportation infrastructure. The program will invest \$4 million annually over six years. The first round of funding was awarded in 2025 and MDOT is currently in the midst of Round 2.



## MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM: BUILDING ON PROGRESS

Marylanders deserve a transportation system that provides access to jobs, affordable housing, food, healthcare, amenities, recreation and other critical services needed for everyday living. Maryland's communities are changing; jobs are growing and MDOT needs to make sure that everyone can access opportunities. From rural towns on the Eastern Shore, Southern Maryland and Western Maryland to the urban areas of Baltimore and the Washington, DC region, and everywhere in between, Maryland needs a transportation system that provides accessible, equitable and sustainable options across the entire State, connecting people to quality jobs and training and opening doors to economic opportunity and prosperity.

MDOT has released its capital budget, the FY 2026 - FY 2031 CTP, which is aligned with the State transportation vision, principles and goals outlined in **The Playbook** (<http://www.mdot.maryland.gov/MTP>) – the State's long-range transportation plan – and aligned with the Moore-Miller Administration's State Plan. The \$22.1 billion program outlines capital investments planned for each mode.

This CTP was developed with a focus on safety, fiscal sustainability, maintaining the existing system, and strategic investments that grow the economy.



### MISSION STATEMENT

The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions in order to connect our customers to life's opportunities.

### GOALS AND PROGRAM PRIORITIES

The new transportation revenue enacted in the last legislative session has allowed the Department to enhance its focus on the safety of all users, system preservation and driving economic development. Through these investments, the Department continues to advance the goals and program priorities outlined in its long-range transportation plan, **The Playbook** (<http://www.mdot.maryland.gov/MTP>).



#### Enhance Safety and Security:

Protect the safety and security of all residents, workers, and visitors.



#### Promote Environmental Stewardship:

Minimize and mitigate the environmental effects of transportation.



#### Deliver System Quality:

Deliver a reliable, high-quality, integrated transportation system.



#### Serve Communities & Support the Economy:

Expand transportation options to allow Maryland's diverse communities to access opportunities and to support the movement of goods.

MDOT understands that Marylanders want a transportation system that meets multiple goals. It should be an efficient and accessible transportation system. It should connect Marylanders to jobs, schools, parks, health care, amenities and to each other. It should operate cleanly and help to achieve environmental goals. It should support the creation of community and deliver high-quality experiences for the traveling public. And above all it should be safe and secure. These goals align with the

Moore-Miller Administration's priorities and provide the guidance to meet federal and State requirements; address local government needs, interests and concerns; and serve MDOT's customers and the critical supply chain. The following section highlights the MDOT's recent investments in these priority areas.

### **Enhance Safety and Security:**

Consistent with a commitment to Vision Zero, MDOT is Serious about Safety, and this goal prioritizes efforts to end traffic deaths among all users of Maryland's roadways, including our roadway workers, while also providing a safe workplace and travel experience for MDOT's modal administrations. Alongside that overarching theme, MDOT specifically intends to enhance multimodal infrastructure to support a low-stress network for pedestrians and bicyclists and maintain a system that is resilient to weather events and roadway incidents effectively.



Under the Moore-Miller Administration, MDOT intends to decrease injuries on Maryland's roadways. Recent activities to advance safety and enhance security include:

- SHA recorded 20 poor-rated State bridges during their annual condition submission to the FHWA in March 2025. This is the lowest number ever recorded and represents less than 1% of SHA's bridge inventory. This

reduction can be attributed to the efficient use of federal funds for current bridge replacement projects, the successful bridge rehabilitation and reservation program and the enhancement of asset management strategies. All 20 of these bridges are under construction or in design to address the poor rating.

- In 2024, MDOT implemented a Complete Streets policy in order to promote safer transportation facilities. MDOT continues to implement this policy through updates to practices and manuals and investment through all of its surface transportation projects.
- At the 2025 Annual Safety Summit, MDOT launched the "Serious About Safety" campaign, an initiative that builds on the updated Complete Streets Policy. Any MDOT funded project must prioritize safety options throughout all phases of project development.
- In January 2025, MDOT, Maryland State Police and the Maryland Institute for Emergency Medical Services Systems were awarded \$13.2 million through the National Highway Traffic Safety Administration's State Electronic Data Collection grant program. The grant provides over five years in federal funding to update the State's crash reporting system and streamline the exchange of data across local, state, and federal agencies.
- In July 2025, SHA broke ground on the MD 650 Pedestrian Safety Action Plan (PSAP) project. This is a \$15 million investment in pedestrian, bicycle and multi-modal improvements along nearly 2.5 miles of MD 650 (New Hampshire Avenue) from University Boulevard to Powder Mill Road in Prince George's and Montgomery counties.
- Since 2021, Maryland has constructed almost 27 miles of new sidewalks. MDOT invested \$10.2 million in FY 2025 to design and construct new sidewalks and pedestrian facilities, including the construction of new sidewalks along MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington Boulevard) in Howard County and MD 7 (Delaware Avenue) in Elkton.
- Since 2023, MDOT has advanced efforts to create a unified statewide sidewalk dataset through the Maryland Sidewalk Data Collaboration. This initiative established a framework to evaluate feasibility, develop a schema for capturing pedestrian infrastructure, and demonstrate the value of sidewalk data along priority corridors.
- MDOT continues to facilitate rail safety education efforts through the Maryland Operation Lifesaver Program and continues to implement at-grade safety projects using federal formula and discretionary funding. In

FY 2025, MDOT received an \$800,000 grant from the Federal Railroad Administration (FRA) to complete a Statewide Railroad Trespass Study and continues to seek other funding opportunities to improve rail safety across the State.

- Maryland's Coordinated Highway Action Response Team (CHART) responded to 65,710 motorists – 30,811 roadway incidents and 34,899 disabled vehicles – in CY 2024.
- MDOT is developing a new Strategic Highway Safety Plan to cover the next five calendar years (2026-2030). The Plan will continue to address the current emphasis areas – speeding, occupant protection, impaired driving and pedestrian/bicycle safety while also addressing emerging technologies and autonomous vehicles. Using the Safe System approach, this Plan will focus on education, enforcement and engineering to improve road safety and driving behavior. The Plan also addresses the importance of the timely delivery of emergency medical services when needed.
- Maryland will host the 2026 Lifesavers Annual Conference in April. Lifesavers is the leading national event focused on traffic safety. It brings together professionals from government, law enforcement, public health, education and advocacy groups to share the latest research, strategies, and technologies aimed at reducing roadway injuries and fatalities. The conference features workshops, presentations and networking opportunities to promote collaboration and improve traffic safety outcomes.

#### **Deliver System Quality:**

Marylanders expect a transportation system that provides a reliable, high-quality, and integrated experience. To deliver on this goal, MDOT seeks to maintain infrastructure in a state of good repair, improve reliability in the transportation system, create a truly resilient transportation system and effectively deliver projects on-time and on-budget. Recent activities to deliver a high-quality system include:



- In 2025, MDOT released the new Strategic Asset Management Plan (SAMP), a five-year guide to applying best practices that improve asset management knowledge, enhance system reliability, and promote financial stewardship. The new SAMP establishes a dynamic roadmap for advancing the tools, systems and processes necessary for achieving MDOT's asset management goals and modernizing our transportation system with data-driven decision making. In addition, MDOT also released the Tactical Asset Management Plan building on the SAMP toward implementation.
- SHA has identified over 120 drainage sites for improvements that encompass state of good repair improvements to keep drains operating and prevent flooding resulting from blockages and climate change.
- In Spring 2025, SHA received \$1.6 million funding under the Bridge Investment Program for the project Rethinking the I-68 Viaduct: A Plan to Reconnect Cumberland.
- The 2022 State Freight Plan identified projects for initial National Highway Freight Program funding to improve freight movement in the State. The State Freight Plan is anticipated to be updated by end of 2026.

- MVA opened its first-ever on-site driving course at the Oakland branch in Garrett County in 2025, eliminating the need to travel to the Cumberland branch.
- MAA broke ground on a new Air Traffic Control Tower at Martin State Airport and is performing advanced planning for replacement of the 75-year-old control tower at BWI Marshall Airport.
- In October 2024, Maryland was awarded \$38 million for critical transportation and port infrastructure projects, including \$7.5 million to MDTA for resiliency and maintenance improvements to the Curtis Creek Drawbridge as part of the Key Bridge replacement effort.
- In December 2024, MDTA completed the extension of Northbound Express Toll Lanes along I-95, providing travelers with a more reliable travel experience and enhancing the resilience of the existing infrastructure.

### **Serve Communities and Support the Economy:**

To ensure transportation is doing all it can to support communities and the economy, MDOT seeks to improve Marylanders' satisfaction with transportation services, leverage technology to improve information for residents, increase transit and active transportation use and transit-oriented development, improve quality of life through transportation alternatives, prioritize needs of underserved communities and enhance the competitiveness of the Port of Baltimore and BWI Marshall Airport.

In its work, MDOT will strive to ensure that transportation meets communities' needs and drives access to opportunity and the success of economic centers. Activities to serve communities and support the economy include:

- MPA continues to work with CSX and FRA to complete the Howard Street Tunnel Project to create a double-stack clearance route to and from the Port of Baltimore, improving the Port's connectivity to key Midwest markets. The Howard Street Tunnel reopened to tunnel traffic in September 2025, and the double-stack route is scheduled to be operational by Spring 2026.
- Port of Baltimore's largest cargo facility, Dundalk Marine Terminal, received a \$31 million federal grant to rehabilitate Berth 11, which will enable the Port to better handle automobile and high and heavy

- roll-on/roll-off vessels, preventing supply chain disruptions and cargo capacity loss.
- Critical runway rehabilitations at BWI Marshall Airport along with enhanced A & B Concourses and baggage systems. The A&B Concourse is slated to be completed this year.
- MDOT's enhanced Transit-Oriented Development (TOD) Program launched a \$5 million grant and loan program for localities, and advanced joint development activities at Reisterstown Plaza Metro Station, Bowie State MARC Station, and Odenton MARC Station. These efforts will advance the development of inclusive and thriving communities.
- In coordination with Montgomery County and WMATA, MDOT and SHA made permanent almost seven miles of bus-only lanes on MD 97 (Georgia Avenue) between Silver Spring and Glenmont and almost 5 miles of bus-only lanes on MD 193 (University Boulevard) between Wheaton and Northwood Park.



- In June 2025, MTA completed the BMORE BUS Vision Plan, a transit plan that presents the agency's roadmap for improved bus service in the Baltimore region and details what resources are needed to implement the plan's recommendations and achieve that vision. The strategies proposed in BMORE BUS would complement MTA's other modes and Locally Operated Transit Services, expand Baltimore's Frequent Transit Network of routes that run every 15 minutes or less, enhance connections within Central Maryland, and generate economic growth and opportunity in the region.



## A VISION PLAN FOR BUS SERVICE IN THE BALTIMORE REGION

JUNE 2025

- In June 2025, MTA completed the MARC Growth and Transformation Plan, recommending capital improvements that maintain the MARC system in a state of good repair and advance MARC's service expansion proposals. It also incorporates requirements of the 2022 Maryland Regional Rail Transformation Act (House Bill 778/ Senate Bill 524). The Plan encompasses the existing MARC system and proposed extensions to Delaware, Northern Virginia, and Western Maryland.

- MTA continues to focus on the transit customer experience. In 2024, MTA announced the creation of an Office of Customer Experience charged to better understand transit rider's needs through conversation and data collection in order to drive meaningful agency change. Through that process, MTA was able to develop the 2025 Customer Experience Action Plan which was published in August 2025. The plan lays out a clear set of actions that MTA will implement over the next year to enhance service reliability, communication, accessibility, cleanliness, and safety across the system. The plan was shaped by input from thousands of riders, stakeholders and advocates.
- The primary terminal taxiway supporting approximately 70 percent of the BWI Airport passenger activity is undergoing a multi-phase, multi-year reconstruction to maintain critical airfield infrastructure and provide a safe, secure, and resilient transportation system. Phase 2 kicked off in May 2024 and the project is set to be completed in January 2026.
- The total passenger traffic at BWI Marshall Airport reached 27.1 million in 2024 — an increase of almost 3.3% over 2023. July 2024 was the busiest month ever at the airport, with over 2.66 million passengers for the month.
- The Seagirt Marine Terminal processed 4,211 trucks in April 2025, the highest number of trucks since the Key Bridge incident.
- The Port of Baltimore handled 45.9 million tons of cargo in 2024, its second-best year ever to 2023's record year of 52.3 million tons. The dollar value of cargo was \$62 billion, the third highest ever.
- MTA ridership increased by 2.3% in June 2024-May 2025 from the same time last year. MTA provided over 69.8 million rides from June 2024-May 2025.
- MDOT continues to make progress on the construction of the 16-mile Purple Line which will open in late 2027 and transform the region by providing a new east-west connection between homes, job centers, schools, medical facilities, and life's opportunities.
- MDOT's support for Transportation Demand Management (TDM) continued and grew in 2025 with increasing participation in the Employer Partner Program, carpool and vanpool programs and transit incentive program. Increases were in part the result of new 2025, carpool, vanpool, and transit incentives.



### Promote Environmental Stewardship:

The transportation sector is the leading contributor to greenhouse gas emissions and climate change. The Moore-Miller Administration is committed to leading the nation to combat climate change and MDOT is doing its part seeking fundamental shifts in the environmental impacts of the transportation system. MDOT is working to meet emission reduction goals consistent with the transportation sector's targets under Maryland's Climate Solutions Now Act.

MDOT's most recent long-range transportation plan, the Playbook focuses on minimizing fossil fuel consumption and improving air quality, supporting the widespread adoption of zero-emission vehicles, protecting the environment through avoidance and mitigation activities, and protecting transportation assets. Recent activities to promote environmental stewardship include:

- MDOT established a Solar Energy Initiative under the Secretary's Office of Environment, furthering the Department's commitment to the environment and to using transportation dollars wisely. To accelerate the Solar Energy Initiative and help MDOT reach its goal of generating 100 megawatts of solar on state property, MDOT received \$50 million from the Maryland Energy Administration to accelerate contract award and development.

- In FY25, MDOT continued the process of building out our electric vehicle charging network via the National Electric Vehicle Infrastructure (NEVI) Program. MDOT awarded \$9.5 million for 19 electric vehicle charging sites in 13 counties most of which are expected to be operational in calendar year 2026. Round 2 of the NEVI Program launched in December 2024, resulting in 12 projects conditionally awarded for another \$9.5 million in October 2025. As of publication, six NEVI corridor chargers are in operation in Grantsville, Hagerstown, Elkton, Jessup, Camp Springs, and Salisbury, Maryland.
- In July 2024, MDOT and the Maryland Department of the Environment were awarded \$81 million from the Environmental Protection Agency (EPA) for the Clean Corridor Coalition – A Proposal for Zero Emission Medium and Heavy-Duty Vehicle Infrastructure along the I-95 Corridor.
- In 2024, MDOT issued more than \$20 million in funding the Carbon Reduction Program (CRP) for a variety of strategic investments including electric vehicle (EV) chargers, energy-efficient lighting, and bicycle and pedestrian projects. In 2025, MDOT anticipates awarding more than \$14.5 million in CRP funding in support of nine projects across the State for a variety of strategic investments including electric vehicle (EV) chargers, intelligent lighting pilot, and bicycle and pedestrian projects.
- The number of EVs, both Plug-in Hybrid Electric Vehicles and Battery Electric Vehicles, in the State exceeded 139,000 at the close of FY 2025, increasing the EV share to approximately 2.8% of the total registered vehicles in the State. As of July 2025, the State has more than 1,600 charging station locations (more than 5000 ports) which totals 0.84 ports per 1,000 people.
- Though VMT increased annually across the State, GHG emissions from on-road vehicles declined from 25.8 mmt CO<sub>2</sub>e in FY 2023 to 24.9 mmt in FY 2024 CO<sub>2</sub>e due to continued improvements in vehicle efficiency.
- In FY 2025, MPA was awarded a game-changing \$145.6 million under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and \$1.9 million for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project. This will allow an upgrade to clean vehicles, equipment, and charging infrastructure.
- In FY 2025, BWI Marshall collected 38 tons of used cooking oil to be refined into Sustainable Aviation Fuel (SAF) by Neste, which then sells

it to airlines around the world. Using SAF for airplanes versus conventional aviation fuel results in 80 percent lower lifecycle GHG emissions without having to make additional investments in aircraft or fueling infrastructure.

- Through the Urban Tree Program (Transportation - §2-103.8), MDOT supports Maryland's goal to plant five million trees by 2031 and has awarded over \$164,000 in grants through the end of FY 2025. These funds have enabled the planting of nearly 2,600 trees across 40+ communities, advancing statewide reforestation efforts under the Tree Solutions Now Act of 2021.



## **Wildlife – Protections and Highway Crossings – House Bill 731**

SHA and the Maryland Department of Natural Resources (DNR) will establish the "Maryland Connectivity Coalition," to protect threatened and endangered species from habitat fragmentation and to protect motorists and wildlife by reducing wildlife-vehicle collisions. Currently there are no specific wildlife crossing projects planned or in development. Wildlife crossing considerations and potential elements for inclusion are incorporated into active design projects.

### **Project Prioritization**

MDOT is committed to achieving its safety, system quality, economic, community, and environmental goals as effectively as possible within finite resources. It is important that every dollar spent does as much as possible to achieve the State's goals. MDOT is focused on a data-driven, heart-led process to improve transparency and accountability over time. This year, the Department:

- Published the Strategic Asset Management Plan (SAMP) to improve our ability to address our greatest state of good repair needs Departmentwide;
- Launched a new standardized Priority Letter process to improve consistency and transparency with our local partners;
- Was awarded a federal grant award for \$2 million for the Prioritization Process Pilot Program;
- Identified \$10 million for initial project planning and design studies and added a new opportunity for local jurisdictions to request MDOT conduct these studies to bring projects from initial concepts to the 10%-15% design stage—enabling projects to be submitted for project scoring under proposed updates to the Chapter 30 Scoring System; and
- Conducted a Pilot round of a new Chapter 30 scoring methodology and continued efforts to improve the Chapter 30 project prioritization process.

For more information, visit:

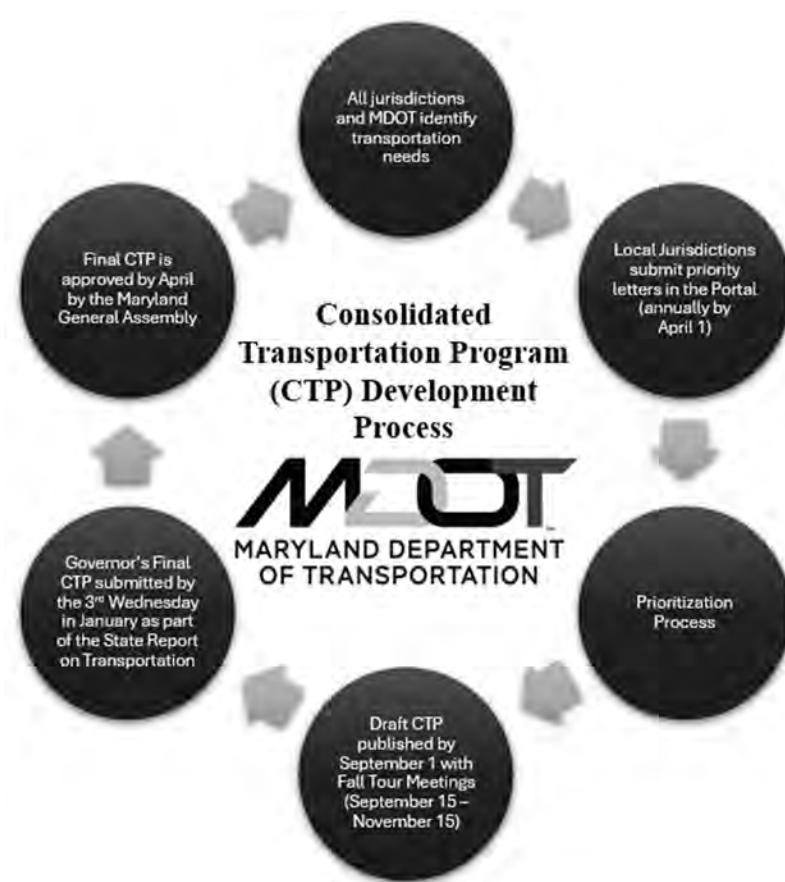
<http://www.mdot.maryland.gov/Prioritization>.

## Process for CTP Development

The CTP takes nearly a full year to create through the work and collaboration of MDOT staff with State, regional and local elected officials. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on State and local needs. An element of this collaboration includes local jurisdictions submitting priority project(s) to MDOT by April each year. To ensure that every dollar available for transportation in Maryland is spent efficiently, MDOT employs a strategic decision-making process, using established priorities and criteria for inclusion in the CTP and through the annual CTP Tour meetings.

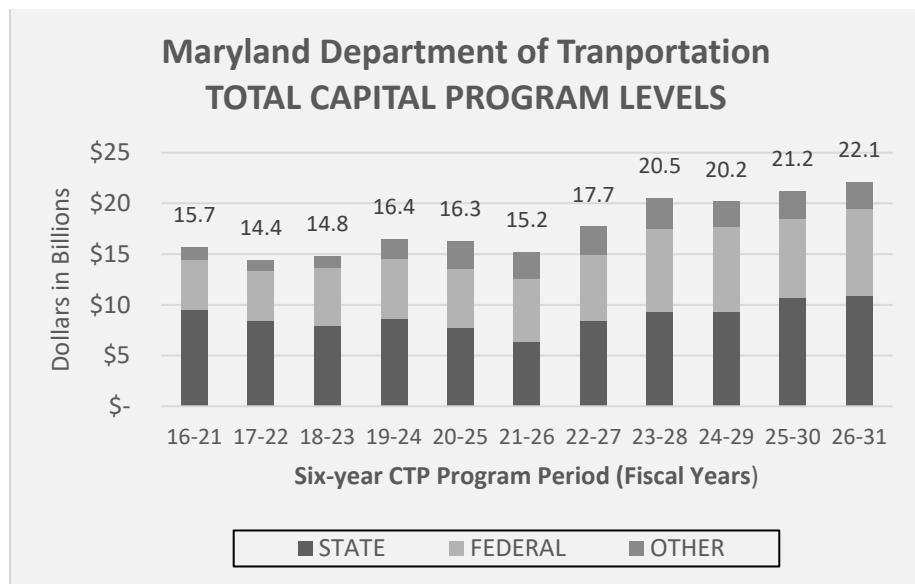
These criteria ask if a project:

- Meets all federal and other legal mandates (e.g., stormwater compliance or Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety and security, system quality, serving communities and economy and promoting environmental stewardship);
- Meets federal match requirements and maximizes federal revenue sources;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional MPO's long-range plan (if the project is located within an MPO boundary).



## FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provide funding that enable MDOT to address important capital and operating needs including safety, system preservation, multimodal transportation options, environmental stewardship, congestion relief and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



\*Starting with the FY 2024 - FY 2029 CTP, MDOT is classifying General Funds as State funds (in addition to State Transportation Trust Fund funds), whereas in prior CTPs, these funds were classified as Other funds.

## STATE REVENUE PROJECTIONS

During the 2024 and 2025 legislative sessions, Governor Moore and the Maryland General Assembly took action to stabilize funding for Maryland's transportation system. The increased investment allows MDOT to invest in delivering the core transportation services that Maryland citizens rely on, enhancing the safety and reliability of the current system, and making strategic investments to advance the

economy. This additional funding ensures that core needs are addressed and funds planning and designing activities for key projects like the Red Line.

Chapter 717 of 2024 and Chapter 604 of 2025 established new and increased transportation revenues. New fees include an annual registration surcharge for electric vehicles, a fee on transportation network company trips, and a fee on the purchase of tires. Increased fees include the vehicle titling tax rate, vehicle registration fees, and various MVA fees. In addition, taxes and fees on rental cars were modified and certain State revenues from the sales tax on electricity at electric vehicle charging stations and a portion of the capital gains tax were directed to the Transportation Trust Fund.

The Transportation Trust Fund benefits from a diverse set of revenues and is unique in providing significant funding for two major metropolitan area transit systems, the Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA). Projected State-sourced revenues, federal aid, and bond issuances in FY 2026 through 2031 total \$43.6 billion to support MDOT's operating, capital, and debt payment expenses. Outside of tax and fee actions taken during the 2024 and 2025 legislative sessions and the impact of annual inflation to certain transportation revenues, little to no growth is expected for most revenue sources through the six-year period.

Additional information about MDOT's revenue sources is as follows:

- Given the recent increase in the tax rate during the 2025 legislative session, revenue from the Motor Vehicle Titling Tax is now the largest source of revenue for the Transportation Trust Fund, comprising 17.4% of all funding. Revenues are projected to yield \$8.1 billion over the six-year period. The tax rate is 6.5 percent (up from 6.0 percent) of fair market value of new and used vehicles, less an allowance for a vehicle trade-in. The sale of rental vehicles, previously exempt from the application of the titling excise tax, are now taxed at a rate of 3.5%. The amount of revenue generated is a function of the number of vehicles sold and vehicle prices. Titling tax revenues largely follow the normal business cycles of auto sales with periods of growth and decline.

- Motor Fuel Tax, historically the largest source of State-sourced revenue, is now the second largest source of State revenue for the Transportation Trust Fund. Revenues are projected to total \$7.7 billion over the six-year period after certain statutory deductions. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon), plus a Consumer Price Index (CPI) component, and a sale and use tax equivalent component. Per State law, the rate is set annually by the Comptroller's Office based on a calculation that includes inflation and average gas prices over the prior year. For FY 2026, the gas tax rate was set at 46.0 cents per gallon, a reduced rate from the prior year. The tax rate is expected to increase moderately over the six-year program; however, moderate but steady declines in the number of gallons sold will offset the revenue impact of this higher tax rate. Gallons of fuel sold have been declining in recent years due to the improved fuel efficiency for all vehicles and the continued adoption of electric vehicle ownership. This trend is expected to continue, averaging a 1% decline in gallons sold annually during the forecast period.
- Revenues from Motor Vehicle Registration and Miscellaneous Motor Vehicle Fees are projected to generate \$6.4 billion. These revenues include vehicle registration fees, electric vehicle surcharge fees, vehicle emissions inspection fees, as well as various miscellaneous MVA fees. Historically, vehicle registration in Maryland was paid every two years; however, MVA now offers one- and three-year options, as well as payment plans for periods less than one year. State law requires the MVA to recover between 100 and 105 percent of its expenses from certain fees. To meet this cost recovery requirement, certain MVA fees are modified annually.
- Operating Revenues are projected to provide a six-year total of \$3.1 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$2.1 billion over the six-year period); transit fares (\$678 million); and fees for port terminal operations and rent (\$341 million).
- Corporate Income Tax revenues are estimated to be \$2.6 billion over the six-year period. Corporate income tax revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund, and the State's General Fund. In accordance with State law, the share of revenue distributed to the Transportation Trust Fund from the corporate income tax will decline in FY 2028 from 22 percent to 20 percent. The State's Board of Revenue Estimates prepares independent forecasts for this revenue source.
- Beginning in FY 2026 and annually thereafter, a portion of the State's Capital Gain Tax will be distributed to the Transportation Trust Fund. For capital gains amounts over \$350,000, a 2% tax will be imposed, and the revenues will be shared between the State's General Fund and the Transportation Trust Fund. Revenues from this source are expected to total \$696 million during the six-year period.
- MDOT issues bonds to fund its capital program. Bond issuances are estimated at \$3.2 billion during the six-year period. MDOT maintains credit ratings of AAA from Standard and Poor's, Aa1 from Moody's, and AA+ from Fitch Ratings. State law, bond covenants, and MDOT's debt practices place various limits on MDOT's debt issuances. State law limits MDOT's debt outstanding to \$5 billion. This debt outstanding limit was increased during the 2025 legislative session as part of the transportation revenue package. In addition, MDOT's bond covenants include two debt coverage ratios – net income and pledged taxes – that must be met. These coverage requirements are forecasted to be met throughout the six-year forecast.
- Federal Aid is projected to contribute \$9.5 billion to the operating and capital programs. Most funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act (IIJA) is the current multi-year federal transportation authorization legislation and provides increased levels of funding to established federal formula programs and new discretionary grant programs. Most formula and discretionary grant programs include a funding match requirement. Match requirements vary by program and are typically higher for discretionary grant programs. Federal funds are provided on a reimbursable basis, requiring the use of Transportation Trust Fund dollars to pay expenses until reimbursements are received months, or sometimes years later.

- The Transportation Trust Fund also receives funding from several other funding sources. Beginning January 1, 2026, a Statewide fee on the purchase of new tires is projected to generate \$126 million over the six-year period. The Transportation Trust Fund also receives certain sales and use tax revenues. Specifically, a portion of the sales and use tax for rental vehicles and the sales and use tax generated from electric vehicle charging stations. Together, these sales and use tax revenues are projected to total \$278 million over the six-year period. Also included are transportation network company fees, which are projected to generate roughly \$293 million over the forecast period. These revenues are included in Motor Vehicle Registrations/Misc and Other.
- Other sources of revenue include transfers from the State's General Fund, reimbursements, interest income, and other miscellaneous revenues.

## FEDERAL AID ASSUMPTIONS

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA), which provides a historic level of federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021, and provides authorization for FFY 2022 through 2026. Formula funds are currently being distributed based on FFY 2025 appropriations.

This Act is more expansive in scope than prior transportation authorization bills and much of the discretionary funding was both authorized and appropriated in the legislation.



## GRANTS

The IIJA provides a significant increase in federal funding for formula and discretionary grants for transit, highways, airport, port, rail, freight and active transportation. Many of these grant programs are annual over the five years covered by IIJA and focus on the following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. To best leverage State transportation dollars, MDOT continues to pursue relevant federal discretionary grants to maximize federal transportation funding opportunities. The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, grant match support, and engagement with Maryland's Federal Delegation.

## Highways and Transit

The MDOT's traditional federal funding comes from the Federal Highway Trust Fund, which provides transportation investment for projects in the following areas: highways and transit; multimodal freight; safety and security; system preservation; bike and pedestrian; congestion mitigation; climate change and electric vehicle infrastructure.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the passage of the IIJA. MDOT received \$845 million in highway formula funding and \$365 million in transit formula funding in FFY 2025 for MDOT projects.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as obligation authority and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an obligation authority level of 86.8 percent for FFY 2024 through FFY 2027.



## Washington Metropolitan Area Transit Authority — WMATA

In total, WMATA expects to receive \$625 million in federal capital funding in FY 2026. This includes \$470 million in FTA formula grants and \$11.5 million in other federal grants for bus and rail preservation activities. The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 was reauthorized within the IIJA and will provide an additional \$143.5 million annually through FY 2030. These funds are subject to annual appropriations and requires that \$5 million of the federal funds be directed each year toward the operating budget of WMATA's Office of the Inspector General. WMATA intends to pursue competitive federal grant funding for qualified programs. No such funds are included in WMATA's capital budget until they are awarded.

Overall, WMATA's six-year capital budget is \$12.9 billion in FY 2026 through 2031. This includes \$6 billion in state/local funding, \$2.5 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), \$4 billion from federal sources, and \$442 million in prior year funding.

## Aviation

The FAA, through the Airport Improvement Program (AIP,) is authorized to provide federal entitlement and discretionary funding for airport projects. MAA estimates annual AIP entitlement funding is \$7.4 million for BWI Marshall Airport during the six-year period, which increased as a result of changes to the entitlement calculation provision in the FAA Reauthorization Act of 2024. In addition, MAA receives annually \$150,000 for Martin State Airport (MTN), a Non-Hub Reliever Airport.



MAA also competes for various AIP Discretionary Programs each year, which provides additional federal funding opportunities. In addition to the AIP Program, IIJA provided five years (FFY 2022-FFY 2026) of additional federal funding for airport infrastructure. IIJA apportions roughly \$25 million annually in entitlement funding to BWI Marshall Airport and \$750,000 to Martin State Airport, through the Airport Infrastructure Grant (AIG) program.

In FY 2025, MAA administered \$3.5 million in grants to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the traveling public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$21.3 million in FAA funds and \$8.9 million in airport owner investment. This level of combined funding is expected to be \$25-\$30 million a year for the next six years.



### **Maryland's Port of Baltimore**

In 2024, the U.S. Department of Transportation (USDOT) awarded a \$30.9 million Infrastructure for Rebuilding America (INFRA) grant to MPA for the Dundalk Marine Terminal Reconstruction of Berths 11-13, Phase 1 project. This grant will enable the Port to safely reopen Berth 11 to accommodate automobile and High and Heavy Roll On/Roll-Off (RORO) cargo ships.

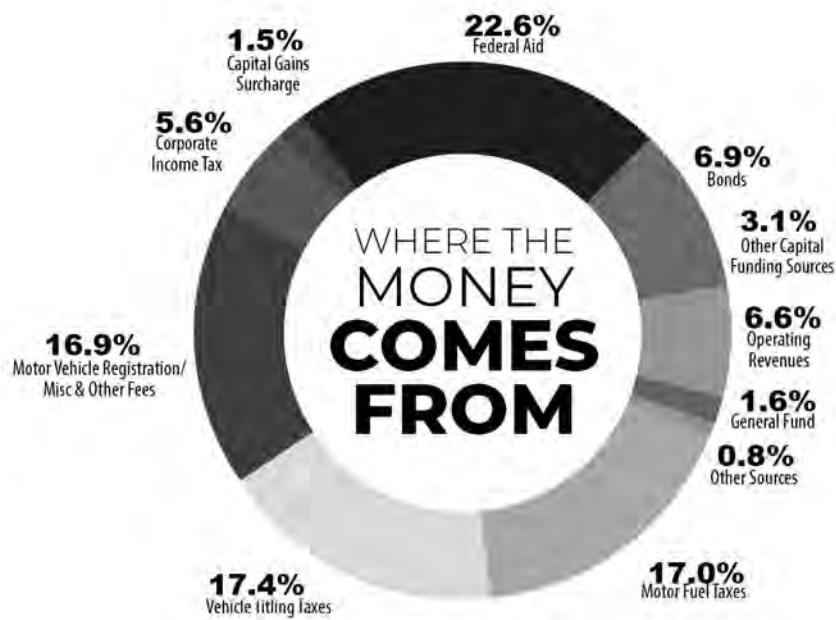
The U.S. Army Corps of Engineers (USACE) allocated \$71.9 million in the FY 2025 USACE Work Plan for the Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay) Project. Mid-Bay is a partnership project between MPA and the USACE Baltimore District following a 65% federal/35% non-federal cost share. The project is a large-scale environmental restoration effort using beneficial dredged material to rebuild James and Barren Islands in the Chesapeake Bay.

In 2024, MPA was awarded a US Environmental Protection Agency (EPA) Clean Ports grant for \$145.6 million. The project will support the procurement of 213 new Zero Emission vehicles and equipment and the associated charging infrastructure to improve air quality surrounding the Port of Baltimore while advancing MPA's mission to become a net zero-emissions facility.

## WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, rental vehicle and electric vehicle charging sales tax, tire fees, and operating revenues. Operating revenues include transit fares and usage fees generated at the Port of Baltimore, BWI Marshall Airport, and Martin State Airport.

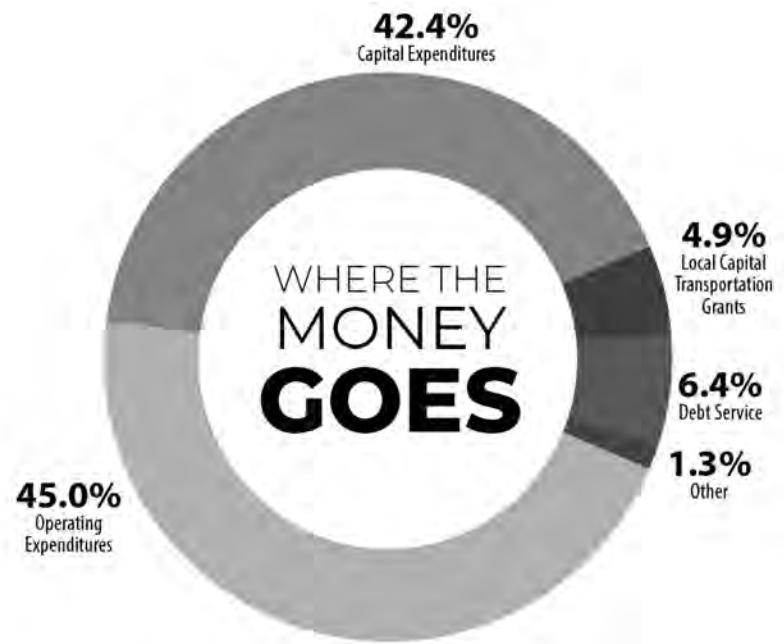
In addition to these State-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from State General Obligation bonds, direct federal aid received by WMATA, Grant Anticipation Revenue Vehicle (GARVEE) bonds, airport revenue bonds, airport passenger facility charge revenues, airport rental car customer facility charge revenues, and local contributions.



In total, MDOT's operating and capital spending from all fund sources, including nonbudgeted capital funding, is \$46.8 billion over the six-year period. MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative financing sources such as alternative forms of debt, partnering with local jurisdictions and private entities, and applying for competitive federal grants. Funding programmed in the current six-year program are shown in the Where the Money Comes From pie chart.

## WHERE THE MONEY GOES...

The Transportation Trust Fund supports the planning, development, operation, maintenance, construction, and rehabilitation of the State's transportation network, including transit, roads, bridges, ports and airport; transportation grants to local governments; and debt service. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, fuel tax collection, and state police programs.



Total operating budget spending over the six-year period is \$21 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, MTA and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations. While Maryland receives immense economic, societal, and environmental benefit from its transit operations, this funding responsibility, and the lack of a dedicated funding source for transit, places significant pressure on the Transportation Trust Fund.

Total debt service over the six-year period is \$3.0 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2026 is \$419 million and will grow over the six-year period as additional debt is issued.

After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals \$22.1 billion, including \$2.3 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with \$10.96 billion from the Transportation Trust Fund, \$8.64 billion from federal aid, and \$2.51 billion from other capital funding sources.



## Planned Capital Expenditures

FINAL FY 2026 - FY 2031 CTP SUMMARY ***					
(\$ Millions)					
MODAL ADMINISTRATIONS	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	252.7	39.6	0.7	293.0	1.3%
MVA	104.1	-	-	104.1	0.5%
MAA **	334.3	255.3	368.3	957.9	4.3%
MPA	1,260.5	286.4	126.8	1,673.7	7.6%
MTA	3,022.6	2,251.1	414.4	5,688.0	25.7%
WMATA	1,848.6	-	1,394.6	3,243.2	14.7%
SHA	1,747.5	5,811.6	290.0	7,849.1	35.5%
HUR	2,297.1	-	-	2,297.1	10.4%
<b>Totals</b>	<b>10,867.5</b>	<b>8,644.0</b>	<b>2,594.7</b>	<b>22,106.2</b>	<b>100.0%</b>

Notes: MDTA excluded and totals \$8.44 billion over the 6-year CTP period  
 Figures may not sum perfectly due to rounding.

\* Funds not received through the Transportation Trust Fund. Includes some funds from the Maryland Transportation Authority (MDTA), Special Transportation Project Revenue Bonds, State General Obligation bonds, and federal funds received directly by WMATA.

\*\* Projects using non-trust fund financing sources, such as airport Passenger Facility Charges fees, airport revenue bonds, and airport rental car Customer Facility Charges, are included in the total.

TSO – The Secretary's Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

HUR – Highway User Revenue Capital Grant

\*\*\* Starting with the FY 2024 - FY 2029 CTP, MDOT is classifying State General Funds as State funds (in addition to State TTF funds), in prior CTPs these funds were classified as Other funds.

## EVALUATING PERFORMANCE

### Performance Driven

MDOT is a performance driven organization, assessing transportation system performance through data before making decisions to plan and invest. This is done through the Annual Attainment Report on Transportation System Performance (AR), the annual Managing for Results (MFR) and federal baseline performance measures.

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop the AR. The main objectives of the AR are to do the following:

- Report on progress toward achieving the goals and objectives in the MTP and the CTP; and
- Establish performance indicators that quantify achievement of these objectives; and set performance targets.

The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the AR Advisory Committee, based on the updated 2050 MTP Goals and Objectives (please visit [www.mdot.maryland.gov/ARAC](http://www.mdot.maryland.gov/ARAC)). The AR shows whether MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

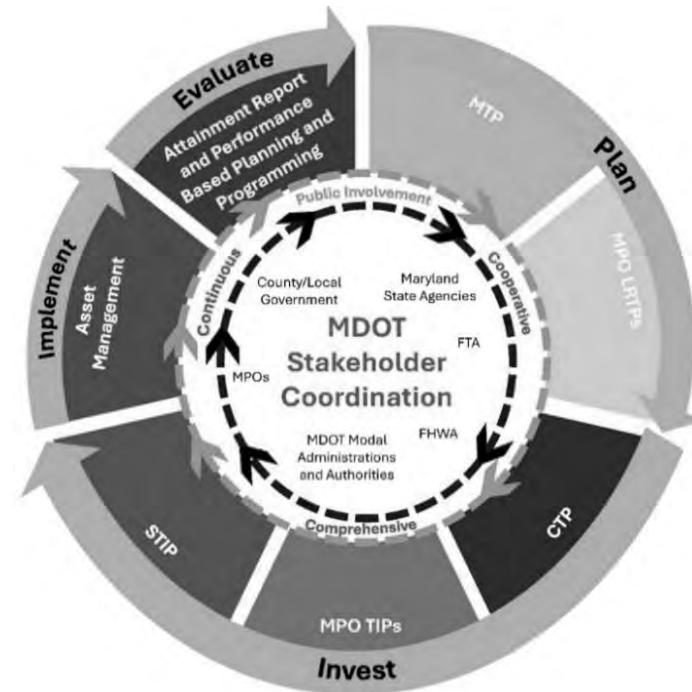
To maintain the highest standards that MDOT's customers expect, MDOT must understand where it is succeeding and where extra effort is needed toward achieving critical policy goals. The AR provides the performance measure information needed to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on the State's multi-modal transportation system. The AR demonstrates the

success of those investments and where improvements can continue to be made to ensure that taxpayer dollars are having the greatest impact in improving the lives of Marylanders.

Since 1996, MDOT also has participated in the State's MFR effort as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in state government programs.

Through coordination with MPOs and adjacent state DOTs, MDOT initiated baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures. These system performance measures are described in the System Performance Report included with the 2050 MTP.

MDOT will continue to work with USDOT, the regional MPOs and other stakeholders to demonstrate the effectiveness of MDOT's programs.



## HOW TO READ THIS DOCUMENT

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth, and a brief explanation of how it fits with the goals of the MTP. It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project during the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting or alternatives under study.

### Funding Phases

**Planning** – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope of improvements and to obtain environmental approvals.

**Engineering** – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.

**Right-of-Way** – This funding is to provide the necessary land for the project or to protect corridors for future projects.

**Utilities** – This funding is used to pay for utility relocations that are required by the project that are the responsibility of MDOT.

**Construction** – This last stage includes the costs of building the designed facility.

**Total** – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.

**Federal-Aid** – This is the amount of the total that will utilize federal funding.

**Special** – This is the funding coming from the Transportation Trust Fund, including funding from the State's General Fund that is transferred to the TTF.

**Other** – This is funding from sources that are neither federal nor special. This funding could be from counties, General Obligation bonds, airport bond issuances or private entities.

Construction does not begin until a project receives necessary environmental permits, the State meets air and water quality requirements, and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs.

The CTP also contains information on minor projects. These projects are smaller in scope and cost.

POTENTIAL FUNDING SOURCE						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	TOTAL	
PHASE	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	2023	2024	2025	2026...	2027...	2028...	2029...	TOTAL TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	83,086	68,602	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
<b>Total</b>	<b>83,315</b>	<b>68,831</b>	<b>2,671</b>	<b>7,284</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>0</b>	<b>14,484</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Other	0	0	0	0	0	0	0	0	0	0	0